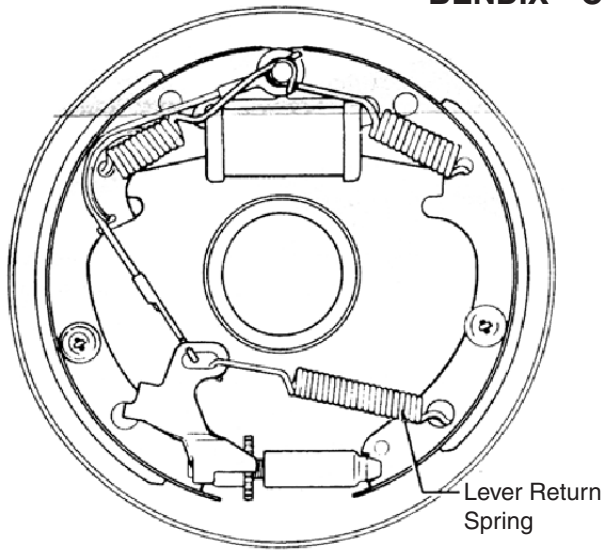


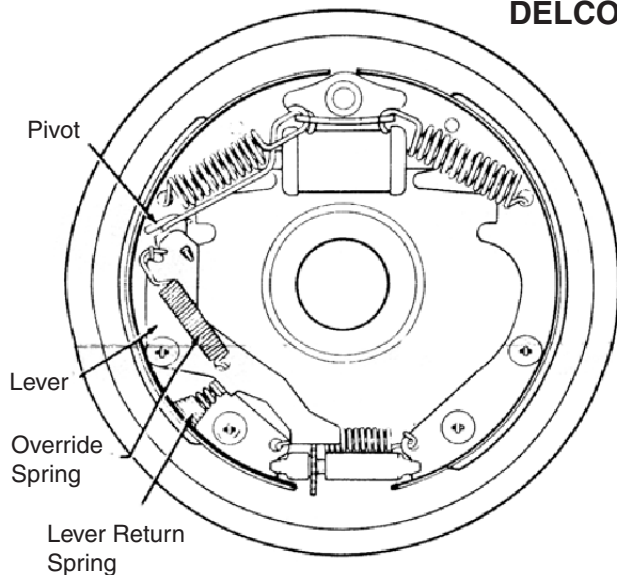
BENDIX "CABLE TYPE" BRAKE



(RIGHT FRONT BRAKE)

1. Install cable with crimped side toward backing plate.
2. Lightly lube groove in cable guide and section of cable that runs through groove. Be sure cable runs in groove - not between guide and shoe web.
3. After installing lever in secondary shoe. Hook adjusting lever return spring in lever. Hook cable in lever next by lifting lever. Do not bend lever when lifting. Lever, when released, should engage star-wheel above the center-line of adjusting screw.
4. Check operation by pulling on cable and releasing; lever should turn star-wheel freely.

DELCO-MORAINE BRAKE



(RIGHT FRONT BRAKE)

1. On cars using on override spring, assemble lever and pivot as follows: hook pivot into lever; hook override spring into lever then stretch spring with spring installer or screwdriver and hook over tang on pivot.
2. When installing lever assembly, lightly lube the section of the lever that rides on the shoe web and also the outside barrel of the adjuster sleeve.
3. Lever should engage star-wheel above the center-line of the adjusting screw.
4. Check operation by pulling lever down; star-wheel should turn freely.

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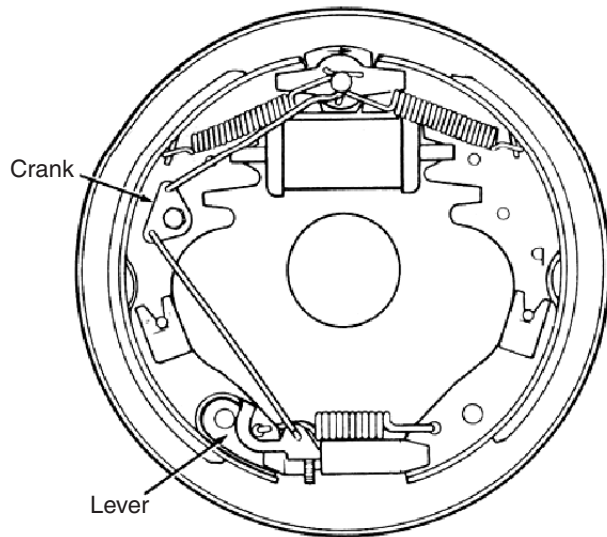


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WAGNER "LINK TYPE" BRAKE
(Adjusting mechanism on Secondary Shoe)



(RIGHT FRONT BRAKE)

1. Be sure arrow on anchor block points toward the front of the car.
2. Screw of crank assembly is self-topping. Tighten securely to shoe web. Be sure that crank turns freely.
3. Adjusting lever should be seated in notch in shoe and engage star-wheel approximately at the center-line of the adjusting screw.
4. Check operation by lifting lever. Lever should turn star-wheel freely. Do not pull lever away from backing plate as you may distort the lever and it will not function properly.

ADJUSTMENT

Make initial adjustment by expanding shoes until heavy drag is felt.
 Back off star-wheel: 24 teeth on Bendix and Wagner Brake;
 30 teeth on Moraine Brake.

On Bendix and Moraine Brake, use ice pick or other tool to lift lever from star-wheel so that star-wheel can be turned backwards. GM cars that do not have an access hole in the backing plate may sometimes be reached through a knock-out hole in the drum; use a hook to pull the lever from the star-wheel in this case.

If access to the star-wheel cannot be obtained either through the backing plate or the drum, expand the shoes by hand until the drum will just slide on. (DO not attempt to lift the lever on Wagner Brakes. The starwheel can be backed off without tilting the lever, although extra effort will be required). In all cases, the drum should rotate without shoe drag though a slight noise may be heard. Final adjustment is achieved by backing the car and stopping hard five or six times. Be sure to fully release the brakes after each complete stop.

ALWAYS REPLACE BRAKE SPRINGS ON EVERY RELINE

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